

AGRICULTURAL.

Points of a Good Horse.
Zadock Pratt, in a late lecture on the
gives his opinion of what constitute good po
He should be about fifteen and a half
high; the head light, and clean made; wid
tween the nostrils, and the nostrils them

large, transparent, and open; broad in the head, eye prominent, clear, and sparkling; snout, nearly set on; neck rather short, and thickly set on; ears, small, and set on high; wither arched and high; legs fine, light, and small boned; body round and high, though sufficiently large to afford ample room for the organs of generation; the phallus of the lungs; black short, the hind quarters rather obliquely. Any one possessing a horse made, and weighing eleven or twelve hundred pounds, and capable of carrying a load and a bargain well worth getting hold of.

Mr. Pratt is now seventy years of age, and his way is being an admirer of fine horses, as compared with the average of the country.

There are in Mr. P.'s lot more many valuable. We give two more.

CASE OF HONZA.—His horse can endure the heat of the sun, and the pasture, and high feed and worked for several years, with his energies, as stated periods of rest and action will preserve the vital energies of man and horse alike. It is a fact that in Providence, which is as beneficial to the horse as to the man, a horse will do more labor in six months than in a year.

And it was a perfect, white snow. I had never seen anything so beautiful. The horses of New York, I might say, I have driven two hundred and forty miles in three or eighty miles per day, without injury. At the same time, I have seen many drivers and teamsters in my employ, I had a moulton man by the name of Dana Brown drove for me some years, and always drove good loads in the same time, and with little or no injury to the horses. I did not know. His horses would look better on the feed than those of any other, and they appeared in good condition, while those in charge of the other drivers were in a bad shape. Forty, fifty, and even sixty hundred has been drawn over the Catskill mountains one pair of horses, and I am only doing him of justice. I have never seen any other horses in a better shape. I have seen many teamsters had six horses, his were always

good condition. The whole number of U had in one year averaged, in three years, 2,400 tons. In E to U, 2,800 tons. At Catwalk, a distance of thirty-six miles from U, there were 2,000 tons. At U, between two and a half millions of pounds in U. mention these facts as illustrating the great U of a good management of horses, and, U a horse is a better animal than a cow. U a horse has a tendency to make him slow, as witnessed in the slow morning earned U Ohio. U are more suitable to develop qualities from ten to sixteen quarts U should be given.—Ohio Farmer.

SMOKING MEAT.—A writer in the Reading on this subject, says:

"U has been long and cruelly ridiculed by U eastern U make, but the thing is U we shall be encouraged, and continue to do withstanding.

"If the smoke is made of wet and half-burned wood, the wood is sour, the smoke bitter, and it is very harmful. It has often made people sick. It was that their smoking was bad. The reason is plain. Use proper material for making the fire, and there will be but little smoke, and consequently little water to assure meanness."

"For this purpose select dry materials, as wood, that have not yet undergone any fermentation, as composition, and the smoke there will be reduced after the peculiar woody fibre burned out, and the remaining portion of the wood containing little water, and will be found to be

THE AGES OF SHEEP.—The age of sheep mostly known by the teeth, of which it is either one or two of each jaw, or three of each jaw, without any in front, six months each side, and in each jaw. When the horns it has either no incisor teeth, or only before he is a month old, he has eight or ten teeth in each jaw, and the horns are small.

Their natural age is generally nine or ten, but their teeth begin to fall between six and eight when they become "broken mouthed," that is, because of the complete loss of a tooth. The best time to remove a tooth is just before the ewe is put to breeding, to be fattened off before the lamb is born. This makes a correspondent of the Farmer.

The First Flowers of Spring
The winter's rest—the rain is over and

Nature is now undergoing resurrection, and is beginning to flow again in the rains of spring and the sun of summer, and the song and laugh and bustle. The sun calls the birds to their choir, so it draws the mercury up of the thermometer. Every day twig that had lied in the wind a month ago, is growing more flexible. The sweet tarts and sweet smells of the flowers are coming out, and the winter denied, are now making their way out and nostrils, no longer stung by the frosty air.

Begin the spring, therefore, by providing things first to smell and afterwards to taste. The first thing to do is to get the seeds and tubers and roots to prepare for flowers and fruit. Advise our readers to welcome the spring as a practical demonstration in favor of pots and pans, if they are blessed with out-door gear that they can use in the garden. And beds, to see what can be done to wake it from sleep.

The first flower of the year is the snowflake, which is a small, white, bell-shaped flower that grows in the snow. It is the first flower to appear in the spring, and it is a symbol of hope and renewal. The snowflake is a small, white, bell-shaped flower that grows in the snow. It is the first flower to appear in the spring, and it is a symbol of hope and renewal.

BEAUTIFUL INCIDENT.—A lady writes through one of our frequentest correspondents New York, observed a little girl very poorly dressed in ragged garments, shivering from cold and hunger. Interesting her, she followed her to a store, where she purchased some cake. She was aware that bread might be better than cake, she bought and gave her the cake she wanted. She then asked her to go to a store and procure her a shawl and other articles of comfort. The grateful little creature, the benevolent lady fell in the face, and, with simplicity, said: "I am poor, but I will give you my cake."

AN ERROR IN EARNEST.—The editor of the *Vindictive* says:

"Some fellow has been drinking mead and as a natural consequence gone to us. We have lost several books, pens, and compasses, recently. We keep on hand tools for such material, and the first change we intend making is to get some ink. The fellows are in dead earnest."

The Baron, the French artist, was a tortoise with ladies. A crowd of peacocks visited the Baron very privately. Baron, unminded, came into her drawing which was full of company of the various fashion. "Are you the lady, charged with the duty of doing me?" he asked. "No," said she, "you come from the night-owl madam," replied the Indian.

in a very loud voice.

TRANSPORTATION

Hawkins' Omnibus Line
LEAVES MIDDLE
 town every morning (Sunday except)
 at 9 o'clock and arrives at Louisville at 9 o'clock.
 Leaves Louisville at 10 o'clock and arrives at Middle-
 town at 10 o'clock P. M.
 Passengers will be greeted for who leaves their names at
 the Louisville office. Fare from Louisville to Middle-
 town at Kirk's stable, on Fifth street, near Main.
 Fare from Louisville to the Fair Grounds 10 cents; to
 the Fair Grounds and back 15 cents.
 Comfort, cheapness, speed, and safety are what we
 offer particularly, and the public may be assured that
 the service will be maintained.
J. R. & W. T. HAWKINS.
 We will also take charge of and deliver mail
 and express and anywhere along the post office
 route on accommodating terms.

**FOR WASHINGTON,
Baltimore, Philadelphia,
NEW YORK, &C.
Fast direct through Line for the East
BALTIMORE & OHIO
RAILROAD!**

THIS GREAT WORK OF INTER-
and Impairment of the Chesapeake and Ohio River in January, 1886, and has now been made a part of the Baltimore & Ohio Railroad. This road is located in a romantic country, and is a fine example of the art of engineering. It is managed, and is thus rendered an attractive as well as a safe line for the construction of the Chesapeake and Ohio Railroad, from Columbus to this Ohio River, offering, as it does, the most thorough Railroad

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BALTIMORE AND LOUISVILLE, KY., ARE
SOLD BY THIS ROAD, WHICH RUNS DIRECTLY
WITHOUT THE DELAY OF PASSING THROUGH BALTIMORE.
IT IS THE ONLY LINE BY WHICH BAGGAGE CAN BE CHECKED
FROM BALTIMORE TO LOUISVILLE. AT BALTIMORE THE ROAD
CONNECTS WITH THE BALTIMORE & PHILADELPHIA
AND NEW YORK, &c.

PASSENGERS GOING EAST FROM LOUISVILLE, MAY PROCEED
BY STEAMBOAT TO CINCINNATI, AND THERE TAKE THE BALTIMORE
TO CONNECT WITH THIS LINE, OR MAY HAVE LOUISVILLE BY
THE MALL STEAMERS LEAVE LOUISVILLE DAILY FOR CINCINNATI,
WHICH THEY ARRIVE SO AS TO CONNECT WITH THE CINCINNATI
TO THE LITTLE MIAMI RAILROAD AT A. M. (Central Ohio Railroad)
CONNECTING THERE WITH THE CINCINNATI, OHIO & WESTERN
ROUGH AND READY RAILROADS TO CINCINNATI, OHIO, AND
OPPOSITE BROWN'S STATION, 4 MILES BELOW WHEELING,
THIS PLACE THE CONNECTION WITH THE B. & O. RAILROAD

THROUGH TICKETS are sold as follows: by N. Y. & N. H. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By P. & O. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By C. & D. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By A. & O. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By B. & O. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By C. & D. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By A. & O. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00. By B. & O. R. R. to Washington, \$1.00; to Baltimore, \$1.00; to Philadelphia, \$1.50; and to New York, \$2.00.

in the United States, the company is prepared to make an immediate connection by transshipment of freight which are carried with care and dispatch, and at rates no less than those of any other first class line. The route makes immediate connection at New Haven and in the city of Baltimore with the Railroad to Philadelphia and New York, steamers of Ericsson and Baltimore Steamship Company's lines, by canal and sea, to New York, Boston, steamers to Norfolk, Charleston, Savannah, and Genoa.

For particulars see freight tariff, copies of which may be had of any of the Forwarding Agents.

JOHN B. DONE,
Master of Transportation, Baltimore.

WINTER ARRANGEMENT.
1896. Commencing January 9, 1896.

Little Miami Railroad.

LITTLE MIAMI Railroad
VIA COLUMBUS.
EXCLUSIVELY AN EASTERN ROUTE.
Quickest, Shortest, and Most Direct
LIGHTNING EXPRESS
L through to Columbus, Crestline, and Cleveland
without change of cars. By any other route pas-
sengers and baggage change cars.
The only route with Three Daily Trains to Cleveland,
Akron, and Buffalo, by the uniform gauge and uni-
form fares.
The only route with reliable connection to Pittsburg
The only route to Wheeling and Steubenville.
The Little Miami, via Columbus being the shortest,
quickest, and most direct route to the East.
Time is so arranged that it is made with ease. Con-
ditions are certain. Passengers are not subject to delay.

had have fulling for meals, which is a great com-
fort to ladies and children. Crossing the Little Miami river
near Hillsboro, 11 miles east of Cincinnati, connects
the Columbus, Cincinnati and Cleveland, with Trains for
the eastern places. The Little Miami, via Columbus, being
the shortest route, enables a uniform and safe spe-
edy any other route from Cincinnati a dangerous spe-
edy required and compelled to overcome distance, which
makes connections uncertain.

TIME VIA LITTLE MIAMI ROUTE
From Cincinnati to

COLEMBUS in 3½ hours;
CLEVELAND in 4½ hours;
DUNKIRK in 1½ hours;
BUFFALO in 1½ hours;
ALBANY in 2½ hours;
NEW YORK in 2½ hours;
BOSTON in 2½ hours;
CRESTLINE in 6 hours;

PITTSBURGH in 14 hours;
 PHILADELPHIA in 30 1/2 hours;
 WHEELING in 10 hours;
 BALTIMORE in 3 1/2 hours;
 WASHINGTON in 1 1/2 hours;
 STEUBENVILLE in 1 hour.
 Passage checked from Cincinnati to Wheeling, Cin-
 cinnati, Pittsburgh, Cleveland, Dunkirk, and Buffalo.
 The Little Miami is the Eastern Depot.
Four Daily Trains.
 First Train.—Cleveland, Pittsburgh, Steubenville, Cin-
 cinnati, Wheeling. Lightning Express leaves Cincinnati at

SECOND TRAIN.—Express Mail leaves Cincinnati at 6 o'clock, a. m., for all the eastern cities.

THIRD TRAIN.—Accommodation leaves Cincinnati at 3 o'clock, p. m., for Cleveland, Cleveland and Ironton; Blanchester and Chillicothe; Hillsboro; and Columbus.

FOURTH TRAIN.—Cleveland and Pittsburgh Night Express leaves Cincinnati at 6 o'clock, p. m., for Cleveland, Dunkirk, Buffalo, New York, and Boston; Graysville, Pittsburgh, Baltimore, Philadelphia, and New York.

Trains run by Columbus time, 7 minutes faster at Cincinnati.

THROUGH TICKETS.

And all information, can be obtained at the New desks, No. 3 Burnet House, Building 1, O. R. Ticket Agent; No. 177 Front Office, Gibson House, Dining, ALB. HAMILTON, Ticket Agent; or at the Old Ohio southeast corner Broadway and Front street, opposite Spencer House; or at the Eastern (Little Miami) Depot Front street.

Office hours from 4½ A. M. until 9 P. M.

THE OMNIBUS LINE
 Calls for passengers at all the principal Hotels, Restaurants and every train. By leaving directions at either of the above offices, will call for passengers at all parts of the city, without fail.
H. B. RUGGLES, Conductor
NEW ALBANY & SALEM RAILROAD
CHANGE OF RUNNING TIME.

ON AND AFTER WEDNESDAY

Next, 12th instant, Trains will run on the Albany and Saint Railroad as follows:

Express Trains will leave New Albany daily, (Sundays excepted), at 9. a. m., connecting at Greenacres with Trains West for Terre Haute, Vincennes, and Louisville, and arriving at Michigan City at 4.15 a. m.; Chicago at 7.30 a. m., making close connections with Trains: bances for Milwaukee, Rock Island, and Galena; and at Michigan City with Trains East, on Michigan Central Road, for Detroit, Niagara Falls, New York, Boston, &c.

Express Train South will leave Memphis City
P. M., and arrive at New Albany next day at 4
P. M. In time to put passengers into Louisville
afternoon.
Freight Trains will leave New Albany as usual at
A. M. every day, Sunday excepted.
J. B. ANDERSON, Sup't

New Albany and Salem R. R. Co.

TRAINS LEAVE NEW ALBANY
daily (Sundays excepted) at 3:30 A. M., running
directly through to Chicago, connecting there with
trains for the West and Northwest, leaving there
at 10:00 A. M.

This Train connects at Greenacres with Trains
for Terre Haute and Richmond Railroad for ST. LOUIS,
making the **SHORTEST, QUICKEST, AND CHEAPEST**
route to that point. Connects also at Michigan
City with Trains of Michigan Central Railroad for
Detroit, Buffalo, Niagara Falls, and all Eastern cities.

tickets for the principal points east and
 may be had at the office of the Louisville and Portland
 Railroad Company, 333 Main street.
 Passengers by leaving their names there will be secured
 for in any part of the city without extra charge.
 JOHN B. ANDERSON, Superintendent, Jailed
 N. STAVENS, General Ticket Agent.

SPECIAL NOTICE
 Louisville, New Albany, Lafayette, and Chicago
DAILY EXPRESS.

**AMERICAN
EXPRESS COMPANY.**
CASH CAPITAL PAID IN, \$750,000
Proprietors:
WELLS, BUTTERFIELD & CO., New York.

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Freight taken as low as by any responsible Express
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The American Express Company will dispatch Special
Messengers, by passenger trains, daily, between
Onondaga, New Albany, Chicago, and intermediate
places, for the transportation of Bank Notes, Coin, val-
uable Packages, and Freight.

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Our Express Lines extend to all the eastern and western towns, Canada, California, Australia, and Europe, and our facilities are as equalled by any other line. Our long experience and well known responsibility are a sufficient guarantee that all business entrusted to us will have promptness and dispatch.

Goods called for in any part of the city, will be delivered at

FRANK TRION, Agent, 67 Main st.